

ships being in many cases only "figure heads" and when of energetic mould unable in the short term of office, to be changed of government, to assist themselves sufficiently to over-ride the information and advice tendered to them by the heads of the permanent staff (Mr. Chamberlain even had to publicly acknowledge how deeply he was indebted to the permanent members of the civil service)—he planted an agency in their midst, at Storey's Gate, where by trailing across the road his agent could at all times drop in on these gentlemen and discuss and settle British Policy in China. This office has for very many years relieved the British Minister of all duties except the pigeon-holing of protests from Chambers of Commerce and British merchants. They have had, at all times, for many years past, a real Chinese Minister to put out by the simple expedient of sending up the street (Regent's Street) to Portland Place and informing that gentleman that he was wanted to back the game of bluff, a game always congenial to all true Mongolians.

This has been his return to his country for receiving an important post at their hands and the confidence of the Chinese Government in him increased with his success, naturally enough. Strange to say, however, the greater his success at this the greater the confidence reposed in him by his countrymen. Foreign governments, however, came to look upon him as one to be feared, and sought his readily proffered mediation in their dealings with the pretentious Court of Peking. On all hands he received honours and he distributed influential positions amongst his family and friends and their retainers, keeping a few for his patrons of all nationalities.

In due course, foreign governments found that the Chinese Government was one to be feared, and sought his readily proffered mediation in their dealings with the pretentious Court of Peking. On all hands he received honours and he distributed influential positions amongst his family and friends and their retainers, keeping a few for his patrons of all nationalities.

It is not surprising to find that from counting the Inspector General of Customs the foreign governments turned to opposing him and attempting to oust him. Russia goes so far as to claim that she has a written agreement that he is to be succeeded, on his retirement, by a Russian and have accordingly been trying to compel him to retire so that they may fill the vacancy. If such a written agreement exists there is no doubt that it has been made out and signed subsequent to the agreement Great Britain obtained from China, that the post should always be held by a Britisher. The Russian agreement will, of course, be post-dated to suit their version of when it was drawn up.

The stipulation that the head of the Chinese Maritime Customs should always be British was demanded by the British Government owing to the attempts to oust the man placed there so many years ago, by them. There is no doubt that without British support he would now be supplanted by a foreigner, his friends and relations in the Customs would be seeking employment, and he would not be able to serve his country a little or at least refrain from unnecessarily opposing their rights and proper demands. Of course not! Is he not the servant of the Chinese? Does he not still hanker after power in every direction possible? Are not the British a long suffering people? His personal influence with the Chinese is enhanced by opposing British. The autocrat has laid it down that his Customs Stations must be planted in the British Colony of Hongkong.

Some of our local writers say that it is very convenient to have a Chinese Customs House in Queen's Road Central; that it is not an anomaly but a most natural arrangement; that they do not collect duties in Hongkong; that they say that they do, but that such an arrangement is most convenient and desirable, and expend no end of sophistry in trying to prove these points.

The solid facts, however, remain that the collection of duties is a most important function of the Customs, and that it is not a matter of convenience, but of necessity. The Customs House in Queen's Road Central is a most convenient arrangement, but it is not a matter of convenience, but of necessity. The Customs House in Queen's Road Central is a most convenient arrangement, but it is not a matter of convenience, but of necessity.

Spoken will not disguise these facts and the public are getting better posted in these matters and will cease, soon, to tolerate the ridiculous pretensions of the autocrat and his servants.

EX-CUSTOMS.
P.S.—The Kowloon Commissioner of Customs should be at his post, which is certainly not in the Queen's Road Central but at the principal station of his district, on the Junk route to Canton and all places in the combined delta of the North, West, East, and Pearl Rivers. Located there and connected with his other stations by telephone the present vexatious and unnecessary delays to Junks need not occur, as he would be able to attend to his customs duties properly and leave political functions to those whom they concern. Another matter deserving of the attention of the mercantile community is the fact that after the British Government had obtained the opening of all inland waters to foreign steam traffic, the Customs take upon themselves to rule that no Junk is to be allowed to ply on inland waters, although, although, apparently, no mention of Hongkong is made in the stipulation for the opening of the inland waters. Merchants desirous of shipping direct from Hongkong to inland towns would do well to take legal advice as to the right of the Chinese Customs to modify and annul agreements arrived at between the British and Chinese Governments, because it is inconvenient for them to appoint the staff necessary to deal with the increased traffic and they find it to suit them to confine it to particular routes.

With the Customs head-office in Chinese territory the duties will still be paid into the local bank and a bank receipt, for the amount, accompany the goods, any balance being settled at the station in cash or by a letter of guarantee that any shortage will be paid; such arrangement will not be so convenient to the merchants, though it will suit them, because it will be most convenient for the Customs, as it will relieve them of the risk of loss through theft and the necessity of such sums being sent back under armed escort, to be banked in the colony.

The Saturday Review attacks Sir Claude MacDonald for his bungling in his diplomatic dealings with the Chinese Government but we in China "thank heaven" for the fact that such an able and firm man has, at the eleventh hour, been appointed to the post neglected so long, for had it not been for him there would have been no Kowloon extension. When the British Government gave him a free hand and cease to go behind his back and deal through the Storey's Gate office with the so-called Emperor of China we shall see something done to recover lost ground in the Far East. Sir Claude has an opponent quietly reading his cards over his shoulder and discussing the play of the Willy Chinese!

THE QUEEN OF DENMARK.

The Queen of Denmark, whose death is reported by Reuters, was Louise daughter of Landgrave Wilhelm of Hesse-Cassel and was married to King Christian IX. of Denmark on 26th May 1842. She has visited England on several occasions where she was warmly welcomed by the public as the mother of the Princess of Wales. The King and Queen of Denmark were both present at the marriage of the Duke of York. Besides being the mother of our future queen, the late Queen Louise numbers among her children King George of Greece, and the Dowager Empress Maria-Ferdovna of Russia. Queen Louise had long been in failing health so her death comes as less of a shock, though she will be none the less mourned.

THE RISING IN SZECHUEN.

Chungking, Sept. 18th.
West China is still in a very disturbed state; the bandit chief Yu-mantel has now embarked throughout the province of Szechuan and many of the cities have his proclamation posted in them calling on the people to expel foreigners, who are said to be the enemies of the people and seeking to partition the Empire. Yu-mantel promises a great deliverance and even undertakes to have the Japanese war indemnity repaid! The proclamation is taking effect so far as the city of Chungking is concerned. Mission was mobbed in a matter of days. 500 north of the city of Ho Choo last week and had to seek refuge in an inn, the people openly crying "kill the foreigners" and others suggested that he should be made prisoner like the ill-fated Roman Catholic priest now in the hands of Yu-mantel. Since this occurred we now hear the city of Ho Choo 80 miles north of this has been visited, the American Methodist Episcopal Mission house being destroyed and the Roman Catholic Mission house being burned down. Mr. and Mrs. Carson and their children, of the former mission, have escaped to Chungking.

The cities of Szechuan and Szechuan are both poised with the aforesaid proclamations and the magistrates seem to be quite too feeble to prevent this. Some apprehension is entertained of an attack being made on Chungking and Mr. Linton, the British Consul, has applied Sir Claude MacDonald of the gravity of the situation by wire. He has also telegraphed to Chungking to hasten the responsibility of keeping the peace on the authorities there; but as there is no Viceroy of Szechuan, the British Consul has committed suicide and the Provincial Government, very little help is expected from that quarter, especially as the said Lai Taitai is a notoriously anti-foreign official.

Under these circumstances the British and American Consuls convened a meeting of the subjects of their respective Governments to-day so that if action might be taken in certain eventualities.

We trust these precautions may be sufficient to prevent any attack being made on this city. —China Gazette Cor.

BATTLE OF OMDURMAN.

LONDON, 5th September.
The battle which was fought at Omdurman is described as the most picturesque engagement of the century. Finding that Kertel had been evacuated by the enemy, the Anglo-Egyptian cavalry on Thursday made a reconnaissance, which revealed the Dervishes encamped in four great divisions in the desert in front of Omdurman. Attempts on the part of the Dervishes to intercept the cavalry provoked an engagement the same day. The gunboat shells on the Nile bombarded the enemy's encampment with Lyddite shells and performed splendid work. At daybreak on Friday the Dervishes, who were estimated to number between 35,000 and 60,000, advanced in a body, evacuated by the enemy, the Anglo-Egyptian cavalry on Thursday made a reconnaissance, which revealed the Dervishes encamped in four great divisions in the desert in front of Omdurman. Attempts on the part of the Dervishes to intercept the cavalry provoked an engagement the same day. The gunboat shells on the Nile bombarded the enemy's encampment with Lyddite shells and performed splendid work.

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Her Majesty the Queen, Lord Wolseley (Commander-in-Chief) the Marquis of Lansdowne (Secretary of State for War), and the Emperor William of Germany have cabled their congratulations to Sir H. Kitchener on the success of the British and Egyptian arms. The enemy made repeated desperate attempts to outflank the British and Egyptians, but were followed. The Dervishes were unable to close their ranks. Failures in these efforts they fiercely attacked the Anglo-Egyptian centre, where the 1st Warwickshires, the 1st Cameron Highlanders, the 1st Seaforth Highlanders, and the Sudanese were stationed. A great force of horsemen charged heroically, the fugitives and the British penetrating to within a few hundred yards of Sir H. Kitchener's troops, who were partly sheltered by a barbed wire in an entrenched position. It was impossible for the Dervishes to face the continuous hail of bullets, and they were almost annihilated. The horsemen broke their lines and fled, leaving the field covered with corpses. The British rallied round the Khalifa's Black Standard, which, however, was subsequently captured. When Sir H. Kitchener's force advanced, a division of Egyptian troops on the right wing became detached from the main body. The Khalifa immediately hurried 12,000 of his troops upon them, and made a supreme effort to cut the Egyptian off. The latter was in a perilous position for some time, and lost a gun, which, however, they brilliantly recaptured. The Egyptians fought steadily and with conspicuous gallantry.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO. LIMITED.

Messrs. Luigens, Elmsmann & Co., the General Agents, forward as the following report received from the manager at the mines:—
Mount MacDonald, 6th September, 1898.

Great Eastern Mine.—The drive north on the reef has been extended to 61 feet, with the reef getting larger the deeper we drive into the hill. It is over 5 feet wide now, without that we have reached the foot wall. We are opening out upon a very large body of ore, and I am pleased to inform you that the gold value of the lead is also increasing with the solution coming in. The afternoon shift on Saturday last brought up some very rich pieces of quartz with gold-dotted all over, so that our prospects in this mine are vastly increasing. How far this rich gold will last remains to be seen.

Zaid Main Shaft.—We are busy putting the frame set over the well hole and are getting ready for driving. The last haul down of the reef showed splendid stone with a wider reef in the bottom of the shaft than before. We have here roughly speaking four feet of pure quartz. This will turn out a fine mine.

Rise and Shine Shaft.—To bring this shaft down to the level of the Zaid shaft we have to sink another 15 feet, its present depth being 105 feet from the old brice. We have a finer reef now in the north end of the shaft, but cannot say yet how large it will be. The stone is heavily charged with pyrites and shows gold to the naked eye. We shall start to open out here in about three weeks.

Bank of England Shaft.—The contractors finished 95 feet from the old brice last Saturday, and I have put now only a few men on to prospect the rich reef, which runs almost at right angles into the hangings wall. Into which the big lead dipped just before cutting the floor I have mentioned in my former reports. From the results of this drive, only a few feet, will develop our future development here. The small reef carries good gold and probably it will lead to the discovery of the large lead deeper in the hill.

Caledonian Mine.—The drive east to cut this reef was last week in 80 feet and left no doubt that we had passed the chute of gold. At 34 feet in the drive about four weeks ago, we cut a reef about one foot wide, carrying gold, but our underground manager voted it not the reef we expected in cut, and consequently we drove on. I waited myself last week of the presence of Captain Connor to get the true underlie of the ledge in the old workings, and as our shaft had drained them completely of water we could get down to the 120 feet level in the old works, which are of an extent I had not known of, with large quantities of 1 ounce stone still in the slopes.

The surveyer demonstrated beyond doubt that the reef we passed is the one we have been looking for and I have now put on four men to drive north upon it. It carries the same hanging wall as the higher levels and as we have only cut the southern tail end we shall soon open out upon it. The gold record of this mine is a very good one.

Excavations are being carried on vigorously. The battery foundry has sent men up to start on the logs and to shall push the erection of the plant as fast as possible.

Bridge over the Byewash is nearly finished. Dam—This is now full to its utmost capacity and overflowing.

We continue to raise good stone.

NOTANDA.

CALENDAR.
OCTOBER.
Meteorological means based on ten years' observations to 1895.

Barometer 30.18
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.
WEATHER REPORT.
On date at On date at

Barometer 29.65 29.63
Thermometer 80 80
Humidity 67 61
Rainfall 0.00 0.00

TO-DAY.
Saturday, 1st October, 1898.
(St. Remigius).

Chinese—16th of 8th moon of 8th year of Kwong-shi.

High water—Morning 10.45 a.m.
Afternoon 5.15 p.m.
Low water—Morning 5.15 a.m.
Afternoon 1.15 p.m.

ANNIVERSARIES.
1841—Ting-hi captured by the English.
1843—Colonial Hospital organized in Hongkong.
1847—Hongkong Daily Press started.
1860—Battle of Volturno.
1869—Earthquake at Manila.
1880—H.E. Set or C.A. de Espina, Spanish Minister to China, died at Peking from injuries received in a fall from his horse.

1884—French landed at Keelung.
1887—Inauguration of Hongkong College of Medicine.
1892—Hyogo (Japan) declared an open port.
1893—Typhoon in Hongkong.
1894—German steamer *Delphin* wrecked on the Paracels.
1897—Gold Standard adopted by Japan.

TO-MORROW.
Sunday, and October, 1898.

Chinese—17th of 8th moon of 8th year of Kwong-shi.

High water—Morning 10.45 a.m.
Afternoon 5.15 p.m.
Low water—Morning 5.15 a.m.
Afternoon 1.15 p.m.

ANNIVERSARIES.
1865—Great landslide in Tai-ping-shan.
1875—Death at Hongkong of Mr. D.R. Caldwell, formerly Registrar-General.
1884—Tamilu bombarded by French.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wai-yan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE:
American (*Belle*) to-morrow.
Canadian (*Empress of China*) 4th inst.
Indian (*Kaituma*) 7th inst.
American (*Giangly*) 12th inst.
Tacoma (*Olympia*) 15th inst.
American (*Coptic*) 15th inst.

THE P. & O. steamer *Parkashwar* left Bombay for this port on the 29th ulto.

We are informed by the agents that the Austrian Lloyd's S.N. Co's steamer *Triste* left Kobe for this port this morning, the 1st inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Kaituma* from Calcutta, left Singapore for this port at 5 o'clock this morning, the 1st inst.

THE Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Desander* from Leth and London, left Singapore for this port to-day, the 1st inst.

HONGKONG AND WHARF DOCK RETURN.
Isidore from at Kowloon Dock.
Ningchow " " " " " "
Atlantic " " " " " "
Michael Tabin " " " " " "
Pronto " " " " " "
Formosa " " " " " "
Chunshan " " " " " "

PASSED THE CANAL.
OUTWARD:—*Renaldi*, *Strathmore*, *Candia*, *India* Sept. 2nd; *Sardinia* 6th; *Caledonia*, *Dabulberg*, *Cholon* 9th; *Shavut* 13th; *Tava*, *Myrmidon*, *Pyrhus*, *Maugon* 16th; *Hyson*, *Clernarty*, *Brindrich*, *Falldon* 18th; *St. Oberg* 20th.

HOMEWARD:—*Ernst Simon*, *Paikling*, *Yafan*, *Fortuna* Sept. 20th.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for Consumption and Throat Affections, and *Breathitis* is unequalled by any other preparation in the world. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—(Adel.)

THE LEADING CATERERS.
COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES, \$20 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.
Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESSES:—PRATA CENTRAL.
For full particulars &c., &c., Apply to
W. STUART HARRISON,
Manager,
Hongkong, 18th June 7, 1897. [153]

Intimations.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING, of the above Company will be held at the COMPANY'S HOTEL, on THURSDAY, the 6th day of October, 1898, at Noon, when the SUPPOSED RESOLUTION which was passed at the EXTRAORDINARY MEETING of the Company held on the 15th instant will be submitted for confirmation as a SPECIAL RESOLUTION.

"That a FONUS of TWO THOUSAND DOLLARS be hereby voted to each of the three existing Directors, or the sum of SIX THOUSAND DOLLARS in all, out of the profits of the Company."

"During the past half year, as some recognition by the Shareholders of the successful exertions of the Directors in placing the concern once more on a 'dividend paying basis.'"

Dated the 16th day of September, 1898
C. MOONEY,
Secretary.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.
THE THIRTY SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 11th October proximo, at Twelve o'clock, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from 30th instant to the 11th October proximo, both days inclusive.

By Order of the Board of Directors
W. H. RAY,
Secretary.

Hongkong, 10th September, 1898. [1150]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SEVENTEENTH ORDINARY GENERAL MEETING OF Shareholders will be held at the OFFICES of the Underigned at 12 o'clock (NOON), on WEDNESDAY the 10th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 10th October, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
CANTON INSURANCE OFFICE LIMITED.
Hongkong, 26th September, 1898. [1157]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the TWENTY FIFTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, No. 4, The Praya, Hongkong, on THURSDAY, the 10th October, 1898, at NOON for the purpose of receiving the report of the Directors together with Statements of Accounts for the year 1897 and for the half year ending the 30th June 1898, and of declaring dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th to the 20th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Acting Secretary.

Hongkong, 11th September 1898. [1153]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF THE PETROLITE FUEL SYNDICATE, LIMITED, OF NO. 57, MOORCOTE STREET, IN THE CITY OF LONDON, ENGLAND, ASSIGNEES OF AN INVENTOR FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "IMPROVEMENTS IN THE MANUFACTURE OF BRIQUETTES OR BLOCKS OF FUEL FROM WASTE PRODUCT OR OTHERWISE ENRICHED BY PETROLIUM COMPOUNDS."

NOTICE is hereby given that the Petition, Specification and Declaration required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said THE PETROLITE FUEL SYNDICATE, LIMITED, by Messrs. JOHNSTON, STOKES & MASTER, Solicitors, to apply to the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above-named invention.

And Notice is hereby also given that a Siting of the Executive Council before whom the Matter of the PETITION will come for decision will be held in the Council Chamber of the Government OFFICE, Victoria, Hongkong, on WEDNESDAY, the 5th day of October, 1898, at 9.45 of the clock in the Forenoon.

JOHNSTON, STOKES & MASTER, Solicitors and Agents, for the said

THE PETROLITE FUEL SYNDICATE, LD.
Hongkong, 26th September, 1898. [1155]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF THE PETROLITE FUEL SYNDICATE, LIMITED, OF NO. 57, MOORCOTE STREET, IN THE CITY OF LONDON, ENGLAND, ASSIGNEES OF AN INVENTOR FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "AN IMPROVED MODE OF ADMINISTERING AND PREPARING PETROLIUM AND OTHER MATTER IN COMPOUND FORM, WITH A VIEW TO ITS FINAL USE AS A COMBUSTIBLE."

NOTICE is hereby given that the Petition, Specification and Declaration required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said THE PETROLITE FUEL SYNDICATE, LIMITED, by Messrs. JOHNSTON, STOKES & MASTER, Solicitors, to apply to the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above-named invention.

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THE PETROLITE FUEL SYNDICATE, LD.
Hongkong, 26th September, 1898. [1155]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKI MARU	SINGAPORE, COLOMBO and S. KAWAII	TUESDAY, 4th October, at Noon.
BINGO MARU	NAGASAKI, MOJI, KOBE & YOKO-HAMA	WEDNESDAY, 5th October, at 4 P.M.
*RIJUN MARU	SEATTLE (WASH.) VIA KORE and YOKOHAMA	THURSDAY, 6th October, at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 13th October, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Manager.

Hongkong, 1st October, 1898.

J. J. CARNAUD, 3, rue d'Argueil, PARIS.

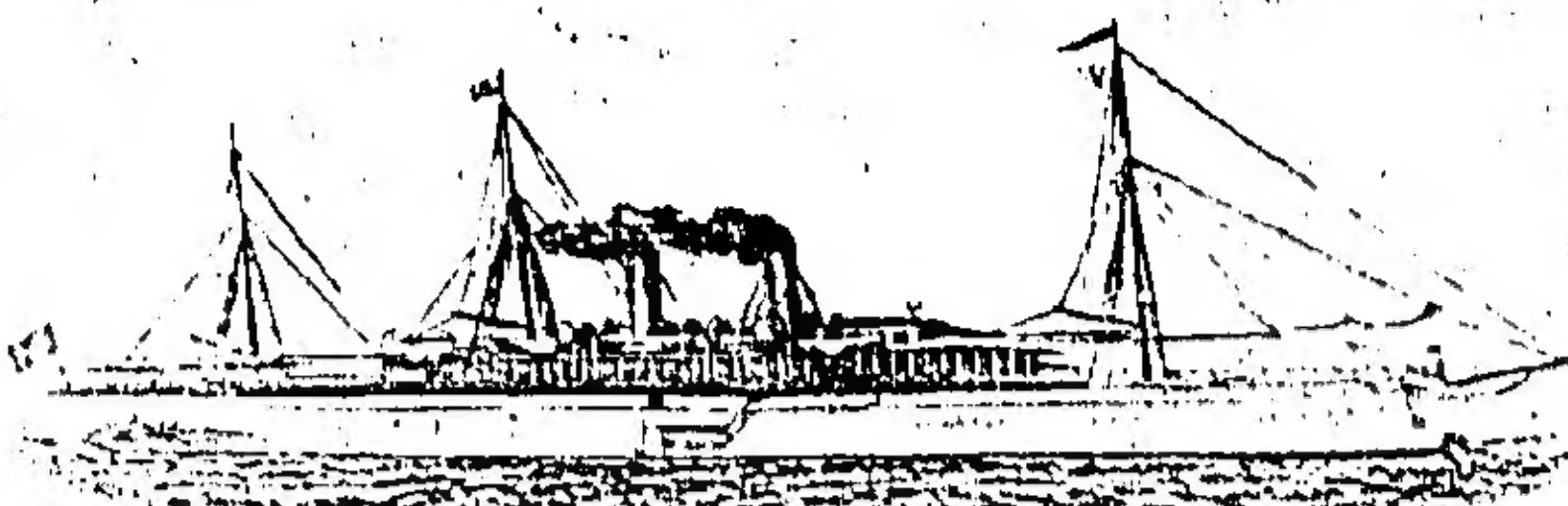
TIN BOXES
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EQUIPMENT

DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Nov., 1898.
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 21st Dec., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th September, 1898.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"TAI LEE."

Captain Kock, will be despatched for the above

Port on MONDAY, the 5th October, at 4

P.M.

This Steamer has Superior Accommodation

for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 28th September, 1898. [1171]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Ramsay, will be despatched on

TUESDAY, the 4th October, at Noon.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engine. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A daily qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st September 1898. [1130]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched on

TUESDAY, the 4th October, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th September, 1898. [1151]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above

on WEDNESDAY, the 5th October, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd September, 1898. [1152]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, R.N.R., will be despatched

as above on WEDNESDAY, the 5th October,

at 4 P.M.

This Steamer has Superior Accommodation

for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 30th September, 1898. [1177]

SAILING VESSELS.

FOR NEW YORK

THE "A. I. Norwegian Bark"

"PRINCE ARTHUR."

Captain Olsen, having arrived will load here for

the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 12th July, 1898. [858]

FOR NEW YORK

THE "A. I. American Bark"

"ADOLPH OBRIG."

Captain Amberg, having arrived will take cargo for

above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 6th September, 1898. [1067]

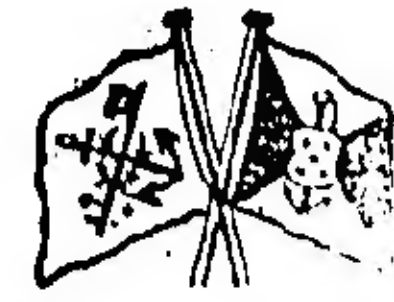
Shipping.

NORTH
GERMAN LLOYD.

(Freight Service)

HAMBURG
AMERICA LINE.

(East Asiatic Service)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE AND HAMBURG	About 12th October
ALESIA	LONDON, HAMBURG & ANTWERP	About 18th October
MEYERDECKE	HAVRE AND HAMBURG	About 24th October
NURNBERG	LONDON, HAMBURG & ANTWERP	About 1st November
ANDALUSIA	HAVRE & HAMBURG	About 9th November
*BABELSBERG	HAVRE & HAMBURG	About 16th November

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 1st October, 1898.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ;

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt Wednesday 12th Oct.

Sachsen Wednesday 19th Nov.

Bayern Wednesday 7th Dec.

Prinz Heinrich Wednesday 4th Jan.

Preussen Wednesday 1st Feb.

Sachsen Wednesday 1st March.

ON WEDNESDAY, the 12th day of Oct.,

1898, at 9 A.M., the Company's Steamship

"DARMSTADT," Captain A. Koenemann, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at

NAPLES and GENOA.

Shipping Orders will be granted till Noon on

MONDAY, the 10th October. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 11th Oct. Consignments of Freight are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 10th September, 1898. [1104]

NORTHERN PACIFIC

STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 2,608 | T. H. Dobson Oct. 22.

Glenogle 3,750 | J. McGilivray Nov. 1.

Victoria 3,167 | J. T. Smith Dec. 6.

Tacoma 2,553 | A. Dixon Dec. 10.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Monmouthshire 2,874 | W. A. Evans Oct. 29.

Columbia 2,505 | A. Gow Nov. 26.

A Steamer 2,505 | A. Gow Dec. 24.

Monmouthshire 2,874 | W. A. Evans Jan. 21.

THE attention of Passengers is directed to

the very cheap rates offered by this Line.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDESSES carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS. The

YELLOWSTONE NATIONAL PARK, etc. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Service.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or, (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M. on the day previous to

sailing.

For further information apply to

DODWELL CARLILL & Co.,

General Agents.

Hongkong, 30th September, 1898. [1104]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF 121 HONG KONG

ROAD.

[S now in a position, in his New and Com-

modious Premises, to receive, as heretofore,

ALL PHOTOGRAPHIC ARTS PRACTICED

in the Colony or in any part of the Far East.

GROUPED VIEWS

a specialty.

Hongkong, 22nd September, 1898. [145]

Mail.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-

SHIP COMPANY.

INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(via Shanghai, Naga-

saki, Kobe, Inland

Sea, Yokohama and

Honolulu) day, th

at Noon.

Taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNITED PACIFIC, DENVER and RIO

GRANDE, and NORTHERN PACIFIC RAIL-

WAYS; also the CANADIAN PACIFIC RAIL-

WAY on payment of 24 in addition to the

regular tariff rate.

Passengers holding ORDERS FOR OVERLAND

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option

of the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER and

RIO GRANDE, and other